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1. The decision as to where motor roads were to be built was strictly centralized in Moscow. This was particularly true for "Gosudarstvenii" (governmental) roads. It was also applicable for almost all railroads. Moscow decided upon the location of roads and railroads for military-political reasons. The Soviet Council of Ministers reached its decision after receiving reports from the Defense Ministry, from the NKVD (charged with road construction), and at times from other interested ministries. Each road and railroad was definitely considered from the viewpoint of possible military needs. Once decision for the general location for the route was made in Moscow, a "proyekt" (detailed plan) had to be made. It was at this stage [redacted] in the Central Asian Military District, would discuss with the appropriate civilian authorities the question of most practical routes.

2. Motor roads (avto-guzhevi dorogi - roads for use by automotive equipment and by animals) were divided into three classes depending on the source of funds for construction and for maintenance. The three classes were :

- a. Gosudarstvennii (Governmental - roads of significance for the whole USSR).
- b. Respublikanskii (Republican - roads of significance for a particular Soviet Republic).
- c. Mestnovo znacheniya (Roads of local significance).

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3. An example of a motor road built for political reasons was the Osh-Pamir road which ran from Osh to Khorog, Pamir is the area where the borders of the USSR, India, China and Afghanistan meet, and this road obviously could be considered to have political significance in regard to India and Tibet. The road was improved during the period 1933-35. It was not passable for about five months of the year from November to April. One could average only about 15 km per hour on this road. It was of hard dirt, two-way, and had turnoffs in some spots.

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4. [redacted] the Sinkiang Trakt (road) [redacted] ran from the railroad station of Ayaguz on the Turkestan-Siberian railroad to Bakhty on the western frontier of Sinkiang. From there a road goes on to Urumchi. The route for the Sinkiang Trakt was level. It was built during the period 1931-34. It was surfaced with gravel throughout, was nine meters wide (two-lane), all-weather, and 204 km long. At times snow clearing machines were utilized. Labor troops, mentioned above, were auxiliary forces called "Tilovoye Opolchenie" (resistance in the rear). This type of troops existed from 1930 until 1936, when the new Soviet constitution was promulgated. Many young persons who did not have the rights of citizens, as children of "kulaks" for example and who were considered unreliable for duty in the army, were drafted into these labor troops for three years. They wore regular army uniforms but without insignia. The units were staffed with officers who were normal personnel, ie, not deprived of the rights of citizens.

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5. In regard to motor roads under consideration and under construction, these roads may best be discussed by breaking them down into their classifications:

a. "Gosudarstvenii" -

The Frunze-Osh road was to be a part of a route from Frunze via Osh to Khorog. It would have been useful economically for the Kirgiz SSR. It was considered to be under construction but it was a very difficult and expensive project as the route led through a very mountainous region. It was never completed except for a short stretch at each end, ie, from Frunze to Rybache on Lake Issyk-Kul and also to Kochkorka, and from Osh to Djelalabad and approximately to the Ferganski Khrebet (range). The above work was stopped in approximately 1936 because of lack of funds.

b. "Respublikanskii" -

These roads were usually not discussed by military authorities as normally they had only local economic significance. However it may be of interest to indicate several types of construction in the Ferganski region in the Uzbek SSR. (1) In 1939 the "Bolshoi Ferganski Kanal" (the Great Ferganski Canal) was built for irrigation purposes. It was constructed in about 30 or 35 days during the month of August by about 50 thousand local peasants. It was designed to distribute water evenly from the numerous small rivers to aid in cotton cultivation. Because of the nature of agricultural activities in that area the peasants are free every August and normally use that time to rest. Therefore the Soviet authorities felt that this was a waste of manpower and utilized them to build the canal. (2) It was planned in 1940 to construct the "Veliki Uzbekski Trakt" (the Great Uzbekski Road) from Tashkent to Samarkand and to Termez. An unsurfaced road from Samarkand to Termez had been built in Czarist times. Also a road from Tashkent to Samarkand had existed but had not been used after the railroad was built along that route in 1907. In September 1940 the authorities gathered 100 thousand local inhabitants to build the above planned road. Nothing was accomplished as all the workers disappeared and went to their home localities within one week.

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Yet German maps during World War II indicated that this road existed, had been completed, and had bridges along its length. This was incorrect. (3) The Stalinabad-Khorog road was 320 km in length. It, among other things, was designed to provide a transportation link for Stalinabad, the capital of the Tadzhik SSR, with one of its "oblasti" (regions) in the Pamir area, called the Gorno Badakhshanskaya Oblast. The main town of this "oblast" was Khorog, a place of only two thousand inhabitants, half of whom were soldiers stationed there. The road also had political significance in regard to India. It was finished in 1941 and was partially paid for by funds from Moscow.

c. "Mestnovo Znacheniya" -

These roads were of no interest to the military as they were short in length, merely served the local population, and were built by the local inhabitants.

6. In regard to railroads, in 1929 the first five-year plan called for construction of many new railroads. However, because of general inefficiency, many of these routes were dropped as of 1931. Among these were two lines which had been designed to lessen the load on the main Aris-Tashkent-Ursatiavskaya line. One of the auxiliary lines was to go north from Tashkent to Chirchik and the other south from Tashkent to the Melnikov railroad station east of Leninabad. These two auxiliary lines were begun, only a few kilometers were completed, and the project was dropped for the time being. Then "buri ugol" (brown coal) was discovered in 1940 in the plain of the Angren river. This coal, although not suitable for use by industry in manufacturing steel and other products, was useful as fuel for heating and could be mined on the surface. Therefore the line south of Tashkent was revived and was to be extended to Angren. Back in 1930 about 10 km of this route south of Tashkent to the Chirchik river had been finished. It had been used to transport sand and gravel from the river. The Tashkent-Angren railroad line was finished in 1946 or 1947. It was a one-track, broad-gauge line.
7. A railroad line from Kartaly in the Kazakh SSR was begun in 1939. Kartaly is east of Magnitogorsk and the line was to run eastward to Admolinsk. The line was completed in the fall of 1940 and was a broad-gauge, one track road. It may now be double tracked. It is very significant for four reasons: (a) Economic - to transport anthracite coal from Karaganda to Magnitogorsk. (b) Transportation - to lessen the load on the main Trans-Siberian railroad. (c) Food Supply - to bring out wheat from the rich agricultural area along the new railroad line. (d) Military and Transportation - to be part of a second railroad line running from the European USSR to the Pacific, ie, a second Trans-Siberian railroad. This line was to run eastward from Magnitogorsk via Akmolinsk-Barnaul-Kuznetsk-Abakan-Taishet to Komsomolsk. At Taishet the line would turn north of the original Trans-Siberian railroad. At present [1954] this new railroad line has progressed eastward only to Kuznetsk.
8. The Makat-Kandagach railroad was finished in 1940. It was broad gauge and single track. During World War II a railroad line from Kandagach to Orsk was finished. The railroad was designed primarily to transport ores from Orsk to the Caspian Sea. An oil pipeline was also constructed parallel to the railroad from Guriev to Orsk.
9. A narrow gauge, single track railroad was built from Yangi Bazaar (the last railroad station east of Stalinabad, 23 km from that city) southeast to Kuliab. It was designed to transport cotton and to aid in constructing the motor road from Stalinabad to Khorok, which was completed. This railroad was built with funds of the Tadzhik SSR.
10. In regard to the Tashkent-Stalinabad highway [redacted] the portion of that road running through the high mountain ranges was not usable from October until the end of April because of heavy snowfalls and because the road had been built without utilizing tunnels.

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11. Motor roads in all of the USSR were normally built by one of two organizations: (a) STROICHAUSSDOR (Straitelstvo Chausseinikh Dorog - Highway Construction Administration)- this organization engaged only in building roads and came under the jurisdiction of the NKVD. It constructed the "Gosudarstvenii" highways. When construction was ended the roads were turned over to (b) DORTRANSU (Dorozhnoye Transportnoye Upravlenie - Highway Transportation Administration) of a Soviet Republic or "oblast" or "krai". The roads were used under the jurisdiction of DORTRANSU, which was an organization which utilized or "exploited" roads. It could also build roads, usually "Respublikanskii" routes. DORTRANSU was not connected with the NKVD and had almost the status of a local ministry as far as the pertinent Soviet Republic or "oblast" was concerned.

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